

CHAPLIN'S PATENT STEAM ENGINES AND BOILERS.

The ORIGINAL Combined Vertical Engines and Boilers, introduced by MR. CHAPLIN in 1855.

Prize Medal, International Exhibition, 1862. Awarded for "Good Workmanship and Practical Utility."

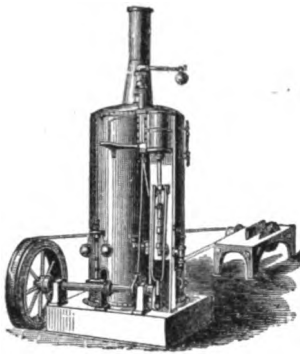
From the Strength, Simplicity, Compactness, and Economy of these PATENT STEAM ENGINES and BOILERS, they are extensively in use for a great variety of purposes, both at home and abroad.

The PATENT DOME BOILERS require no building in or chimney stalk, and burn inferior qualities of fuel.

The PATENT TUBULAR BOILERS, which are smaller and lighter in proportion to their power, are applied to Steam Cranes, Locomotives and Boats, and are used for the higher pressures.

Packing Boxes (*when required*) are charged for at cost price, extra.

STATIONARY ENGINES, No Building in, Strong and Economical.



The ENGINE FRAME AND BOILER are erected upon, and strongly attached to, a Cast-Iron Sole Plate, forming the Ash Pan, and may be erected and set to work by an ordinary mechanic. They are complete, with turned Fly-Wheel for Belt, Force Feed-Pump, Governor, &c., and are specially adapted for exportation, packing in small compass, and burning inferior qualities of fuel, dross, wood, peats, &c., by the aid of the Forced Combustion and Smoke-consuming Apparatus.

These ENGINES are specially designed and adapted for THRESHING, SAWING, PUMPING, WINDING, and DRIVING MACHINERY, GEARING for which purposes will be supplied extra, when required.

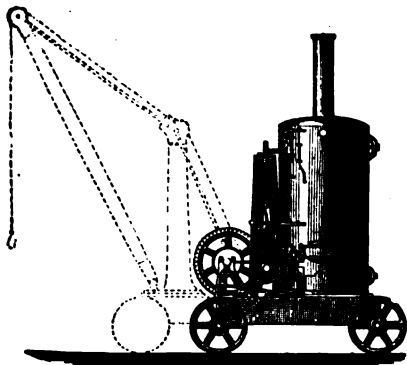
Sizes on Sole Plate.					Height.	Sizes on Sole Plate.					Height.
	ft.	in.	ft.	in.	ft. in.		ft.	in.	ft.	in.	ft. in.
2 H.-p. Single Cyl.,	3	10	3	2	6 0	11 H.-p. Single Cyl.,	7	4	5	10	11 4
3 "		4	10	3	7 2	13 "		7	5	5	11 4
4 "		5	4	4	8 3	16 "		8	0	6	12 8
5 "		6	2	4	9 0	20 "		8	10	6	13 9
7 "		6	6	5	10 0	26 " Pair of Cylins.,	8	11	6	6	14 4
9 "		7	3	5	10 9	32 "		9	0	6	14 9

These ENGINES made PORTABLE ON TRUCK CARRIAGES and WHEELS. The BOILERS alone, with Chimney, Fire Grate, Steam Gauge, Safety Valve, Feed Valve, and other Mountings, are Half the Price of the Complete Engines.

HOISTING ENGINES, With or Without Pillar and Jib.

HOISTING ENGINES No. 1 are nearly similar to the Stationary Engines, but are mounted on a strong Iron Carriage, with Wheels, either plain for Roads or flanged for Rails. On front of frame is the Hoisting Gear, consisting of Hoisting Barrel and Winch Ends, Clutch, Foot Brake, Shut-off Steam Valve, &c., all under the easy control of ONE MAN.

HOISTING ENGINES No. 2 are the same in Construction and general arrangement as No. 1, but are fitted also with Pillar and Jib (*as dotted in Illustration*), adapted to swing about three-fourths round by Hand.



HOISTING ENGINES No. 1.				HOISTING ENGINES, No. 2. With Pillar and Jib.			
Single Cylinder.	To Hoist up to 60 ft. per minute.	Pair Cylinders.	To Hoist up to 60 ft. per minute.	Single Cylinder.	To Hoist up to 60 ft. per minute.	Pair Cylinders.	To Hoist up to 60 ft. per minute.
2 H.-p.	12 cwt.	4 H.-p.	25 cwt.	2 H.-p.	12 cwt.	4 H.-p.	25 cwt.
3 " "	20 " "	6 " "	35 " "	3 " "	20 " "	6 " "	35 " "
4 " "	25 " "	8 " "	45 " "	4 " "	25 " "	8 " "	45 " "
5 " "	30 " "	10 " "	60 " "	5 " "	30 " "	10 " "	60 " "
7 " "	40 " "	" "	" "	7 " "	40 " "	" "	" "

Link Motions for Reversing, extra.

Full Particulars and Prices on Application.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF BOILERS AND IRONWORK.

WIMSHURST, HOLLICK AND CO., Engineers,
 REGENT'S CANAL DOCK, 602, COMMERCIAL ROAD EAST, LONDON, E. (near Stepney Station).
 CITY OFFICE : 34, WALBROOK, LONDON, E.C.

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STEAM CRANES, Portable or Fixed, for Railways, Wharves, &c.

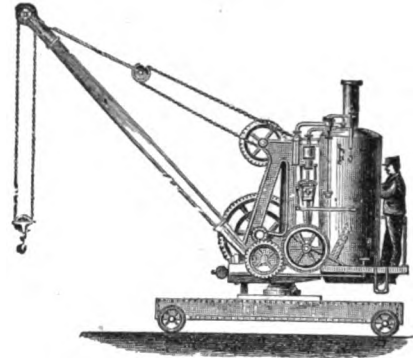
These STEAM CRANES are extensively in use at Goods Stations, Wharves, Quarries, Railway and Sewer Works, &c., and are adopted by all the leading Contractors at home and abroad. They are made especially strong, so as to ensure perfect safety in working, and they are invariably tested under Steam with the full load before leaving the Works. When desired, they are made to hoist and slew very rapidly.

Each Crane has a pair of Engines, ensuring regularity of motion, and is constructed to hoist or lower and turn entirely round in either direction by Steam, separately or simultaneously, as required. They are fitted with Link Motion, Foot Brake, &c., all under the easy control of ONE MAN.

The Engines and Boiler swing completely round on the central pillar, and assist in counterbalancing the load.

The Jib is adjustable by Hand Gear. When ordering, the required radius or sweep of Jib should be stated.

The Carriage is made (usually) of width to suit the ordinary Railway Gauge of 4 feet 8½ inches, and is supplied with Bolts for securing Cross Beams of Timber under Carriage. Clips, for fastening down to Rails, supplied extra, when required.



* * When desired, the Steam-power can be adapted to propel the Crane along the Rails.

No. 1. Tested to Hoist with Return Chain and Block 1½ ton.

" 2.	"	"	"	2	"
" 3.	"	"	"	3	"
" 4.	"	"	"	4	"
" 5.	"	"	"	5	"
" 6.	"	"	"	7	"
" 7.	"	"	"	10	"

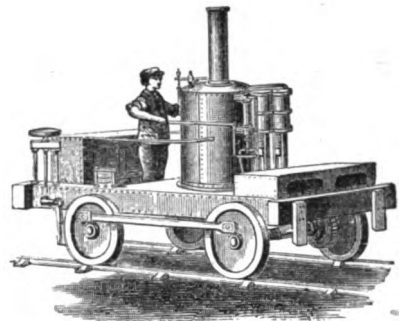
Larger Sizes Estimated for specially.

* * These Cranes were selected by H.M. Commissioners to receive and send away the heavy machinery in the International Exhibitions, 1862, 1871, and 1872.

CONTRACTORS' LOCOMOTIVES.

With new Patent Double-Flanged Railway Wheels, and Special Gearing, for ascending steep inclines or working round quick curves; or usual Single-Flanged Railway Wheels, for ordinary Contractors' purposes; to work on RAILS or TRAMWAYS of a gauge from 2 feet upwards.

Each ENGINE is complete with a pair of Cylinders, Link Motions for Reversing, Force Feed-Pump, Steam Regulator, Spring Balance, Safety Valve, &c. They are complete and efficient Locomotives, simple in construction, and the working parts easily got at for inspection or repair. The first cost, as well as the cost of maintenance, is much less than for ordinary Locomotives of same power, while they may be geared to draw a great weight, in proportion to their power, at a variable speed of from five to fifteen miles per hour—drawing a greater weight as the travelling speed is reduced.



6 Horse-power, Tractive Power on an incline of 1 in 50, 10 Tons; Shipping Weight, about 3½ Tons.

9	"	"	"	20	"	"	4½	"
12	"	"	"	35	"	"	5½	"
15	"	"	"	45	"	"	7	"
21	"	"	"	60	"	"	8½	"
27	"	"	"	75	"	"	9½	"

For Shipment, these Engines are usually sent in One Package, ready for work on arrival.

Full Particulars and Prices on Application.

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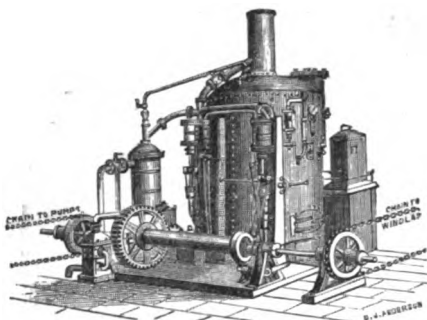
REGENT'S CANAL DOCK, 602, COMMERCIAL ROAD EAST, LONDON, E. (near Stepney Station).

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SHIPS' ENGINES AND DISTILLING APPARATUS.



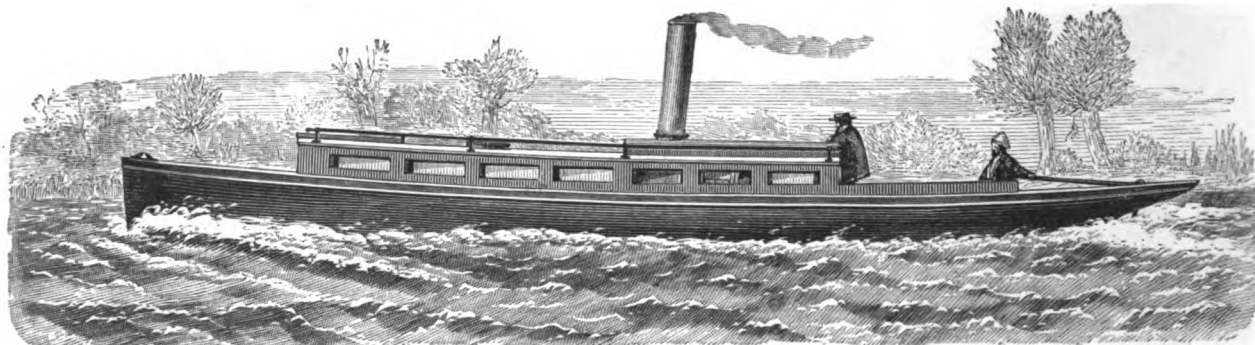
By Order in Council, Gazetted 5th December, 1865.

GOVERNMENT EMIGRANT, TROOP, and other PASSENGER VESSELS, fitted with this DISTILLING Apparatus, may sail with HALF THE QUANTITY OF FRESH WATER required under the Passengers' Act.

For Winding, Cooking and Distilling, Discharging Cargo, Working Pumps, Heaving Anchor, &c. The Fire from Boiler Furnace does the Cooking, without extra Expenditure of Fuel, and all the Steam used may be turned into fresh AERATED WATER.

The Distilling Apparatus may be had separately, for connecting to existing Boilers on board Steamers and other Vessels.

SIZES OF ENGINE, HOISTING GEAR, and COOKING APPARATUS, complete, Fitted on Board Ship, or delivered Packed.				SIZES OF DISTILLING APPARATUS, with "Distil-Aëtor" and Filter.	
Horse-power.	CYLINDERS.		Dimensions OVER-ALL on Deck.	Height to Top of Boiler.	
3	Diam. One ..	Stroke. 5½ in. × 11 in.	9 ft. 1 in. × 5 ft. 9 in.	6 ft. 6 in.	No. 1 to produce 15 Gals. per Hour.
6	Pair ..	5½ " × 11 "	10 " 0 " × 6 " 0 "	7 " 2 "	" 2 " 23 "
8	" ..	6 " × 13 "	11 " 0 " × 6 " 9 "	8 " 0 "	" 3 " 45 "
10	" ..	7 " × 14 "	13 " 0 " × 10 " 0 "	8 " 8 "	" 4 " 60 "



SHIPS' LAUNCHES, PLEASURE BOATS, TUGS, AND CARGO BARGES,
Of Wood or Iron, either Open or Decked, with or without Cabins, and designed for River or Rough Water Navigation,
FITTED WITH SINGLE OR TWIN-SCREW STEAM ENGINES AND BOILERS COMBINED.

HAND CRANES, SAW BENCHES, MORTAR MILLS, PUMPS, AND SHAFTING.
STEAM WINCHES, for Steamers or Cargo Barges, with or without Boilers and Connections.
BOAT-LOWERING APPARATUS (CHAPLIN'S PATENT), as used in Her Majesty's Navy and in Merchant Vessels.
DONKEY FEED ENGINES for Steam Boilers. DUPLEX PRESSURE BLOWING FANS.
TIPPING BUCKETS AND SKIPS, Welded; Mounted to Order.
BOILERS AND DUPLICATE PARTS OF ENGINES, &c., kept in Stock, so that Jobbing and thorough Repairs can be done without delay.

Detailed particulars of all our Manufactures may be had on application, with Testimonials and References to numerous and well-known Firms, at Home and Abroad, where our Engines, &c., may be seen at Work.

Estimates given for every description of Boilers and Ironwork.

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